

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) An improved boot for use in sealing a constant velocity joint and ball spline joint assembly, the boot comprising:

a plurality of articulating convolutes;

a grease catching member;

a first stabilizing member joining the plurality of articulating convolutes and the grease catching member, the first stabilizing member for use in selectively circumscribing an inner race of the ball joint at a generally predetermined distance to provide stability at high speed;

a plurality of plunging convolutes;

a second stabilizing member joining the plurality of plunging convolutes and the grease catching member, the second stabilizing member for use in selectively circumscribing an outer race of the ball spline joint at a generally predetermined distance to provide additional stability.

2. (Previously Presented) An improved boot as in claim 1, wherein the articulating convolutes selectively accommodate joint articulation to an angle of at least 15 degrees.

3. (Previously Presented) An improved boot as in claim 1, wherein the plunging convolutes selectively accommodate joint plunge of at least 45 mm.

4. (Previously Presented) An improved boot as in claim 1, wherein the first stabilizing member selectively circumscribes the inner race of the ball spline joint by about 1 mm.

5. (Previously Presented) An improved boot as in claim 1, wherein the second stabilizing member selectively circumscribes the outer race of the ball spline joint.
6. (Original) An improved boot as in claim 1, wherein the constant velocity joint is a high-speed fixed joint.
7. (Previously Presented) An improved boot as in claim 1, wherein the boot selectively accommodates vehicle installation at an angle of at least 15 degrees.
8. (Previously Presented) An improved boot as in claim 1, wherein the boot selectively accommodates joint operation of at least 7 degrees and 9000 revolutions per minute.
9. (Original) An improved boot as in claim 1, wherein the boot is adapted to accommodate crash plunge of at least 30 mm extension and 15 mm compression.
10. (Original) An improved boot as in claim 1, wherein the boot is adapted to accommodate joint plunge of at least 15 mm extension and 15 mm compression.
11. (Original) An improved boot as in claim 1, wherein the boot is comprised of a thermoplastic material.
12. (Previously Presented) An improved joint assembly, comprising:
  - a constant velocity joint having a constant velocity inner race and a constant velocity outer race, wherein at least one of;
    - a ball spline joint selectively affixed to the constant velocity joint, the ball spline joint having an inner race and an outer race; and
    - a boot affixable to the constant velocity joint and the ball spline joint to seal and house the combined joints, the boot comprising:
      - a plurality of articulating convolutes;
      - a grease catching member;

a first stabilizing member joining the plurality of articulating convolutes and the grease catching member, the first stabilizing member adapted to ride above the inner race of the ball spline joint to provide stability at high speed;

a plurality of plunging convolutes;

a second stabilizing member joining the plurality of plunging convolutes and the grease catching member, the second stabilizing member having a substantially constant wall thickness and adapted to circumscribe the outer race of the ball spline joint at a generally predetermined distance to provide additional stability.

13. (Original) An improved joint assembly as in claim 12, wherein the constant velocity joint is a high speed fixed joint.

14. (Original) An improved joint assembly as in claim 12, wherein the assembly is adapted for use in a propshaft.

15. (Original) An improved joint assembly as in claim 12, wherein the articulating convolutes are adapted to accommodate joint articulation to an angle of at least 15 degrees.

16. (Original) An improved joint assembly as in claim 12, wherein the plunging convolutes are adapted to accommodate joint plunge to an angle of at least 45 mm.

17. (Original) An improved joint assembly as in claim 12, wherein the first stabilizing member is adapted to ride approximately 1 mm above the inner race of the ball spline joint.

18. (Original) An improved joint assembly as in claim 12, wherein the second stabilizing member is adapted to ride approximately 1 mm above the outer race of the ball spline joint.

19. (Original) An improved joint assembly as in claim 12, wherein the boot is adapted to accommodate vehicle installation at an angle of at least 15 degrees.

20. (Original) An improved joint assembly as in claim 12, wherein the boot is adapted to accommodate joint operation of at least 7 degrees and 9000 revolutions per minute.

21. (Original) An improved joint assembly as in claim 12, wherein the boot is adapted to accommodate crash plunge of at least 30 mm extension and 15 mm compression.
22. (Original) An improved joint assembly as in claim 12, wherein the boot is adapted to accommodate joint plunge of at least 15 mm extension and 15 mm compression.
23. Canceled
24. (Previously Presented) An improved boot as in claim 1, wherein an external diameter of the grease catching member is generally greater than external diameters of either the first stabilizing member or the second stabilizing member.
25. (Previously Presented) An improved boot as in claim 1, wherein an external diameter of the first stabilizing member is generally less than an external diameter of either the second stabilizing member of the outer race of the ball spine joint.
26. (Previously Presented) An improved joint assembly as in claim 12, further comprising a shaft portion interconnecting at least one of the constant velocity inner race and the constant velocity outer